iron rods, one at each corner, attached by joints to hinges secured to the bottom of the frame of the van. The entire length of the train will be one-eighth of a mile. We believe this is the first time any such exhibition has been conveyed by rail.——Mr. J. W. Hackworth, son of one of the late Mr. Stephenson's competitors for the locomotive premium run for at Rainhill some twenty years since, now offers, in the *Mining Journal*, to contest the palm with Mr. Stephenson, in the construction and economy of modern locomotives, with the view of testing the limits of the present possible reduction in the expense of working them.——The Great Southern and Western Irish line was opened, with great ceremonial, on Thursday in week before last, by the Lord Lieutenant and Lord Chancellor of Ireland, and other members of the Irish Government. The Lord Lieutenant knighted the company's chairman after dinner.——Trains have begun to run right into and out of the more central terminus of the Caledonian extension line, at Buchanan-street, Glasgow. The wooden erections used as yet as offices, however, are not quite finished. A goods station has been reared of brick at a short distance. The whole area for buildings is not less than 15 acres. The line enters on a level with the street, the high arches level with the Garnkirk line having been entirely removed though nearly completed. This extension line is that on which the tunnel under the Monkland canal and over the tunnel on the Edinburgh and Glasgow line has been constructed. This tunnel is 400 yards in length. The arch is formed of bricks, a mixture of fire and common clay, and an inverted arch has also been formed below the rails of same material. The brick lioing, which is continuous throughout the length of the tunnel, forms an elliptical arch, similar to that of a common sewer. About the middle of the tunnel an eye has been opened, perhaps for ventilation, as the tunnel being quite straight a stream of light passes through it. Considerable difficulty was experienced in this part of the work, by the breaking in of water from the canal above. On emerging from the tunnel at the west end, the line is carried between two walls of massive masonry of about 300 yards in length, and averaging 40 feet in height. At the west end of the walls they are 8 feet, and at the east end 10 feet in thickness, with buttresses behind. In order to prevent this high embankment from pressing on the roof of the Edinburgh tunnel, arches have been formed in each wall of nearly 70 feet span, thus throwing the weight of this tremendous wall upon the solid earth on each side of the Edinburgh and Glasgow tunnel. The expense of this portion of the work must have been enormous. The works have been executed under the inspection and superintendence of Mr. Timperly.——The number of persons employed on the railways of the United Kingdom, according to a recent return, are 52,688, on 4,252 miles, with 1,321 stations open for traffic, and 188,177 on 2,958 miles in course of construction. On the former there are 95 engineers, and on the latter 405; on the former 1,752 engineinen and 1809 firemen.——The papal triumvirate, says the *Railway Times*, have decided that the railway to Naples is a useless scheme, 'tending to inundate Rome with worthless foreigners;' they have, therefore, definitively suspended the works, and thereby thrown thousands out of employment.—This is how cardinals encourage railways.

CARVED CHIMNEY-PIECE,

MR. HOPE'S HOUSE, PICCADILLY.

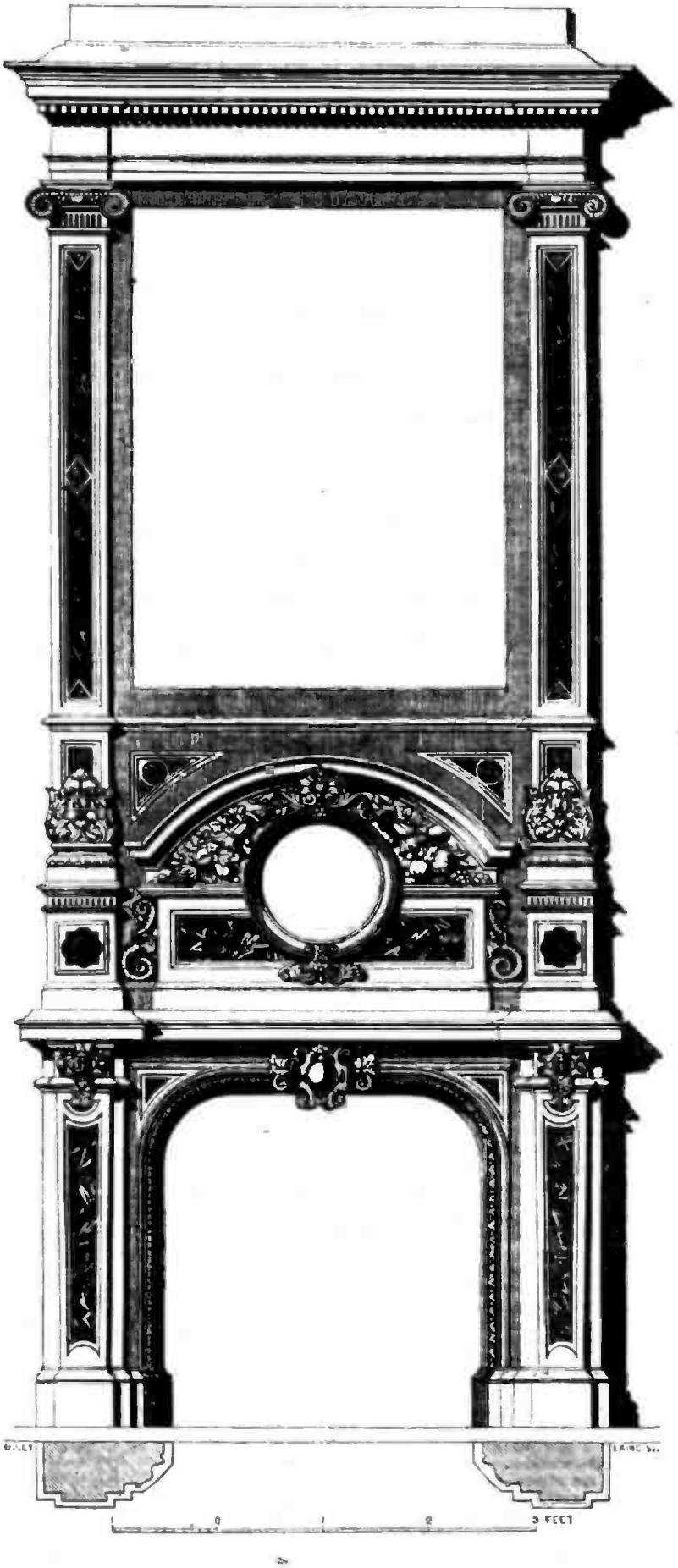
In our account of Mr. Hope's mansion in Piccadilly, we mentioned with praise the chimney-piece in the small dining-room next Down-street. The accompanying engraving is a representation of it. The material is the *pierre de tonnerre*,—a fine-grained stone, which exhibits sharply every touch of the chisel, and it is the work of a very clever chisel which it has here to show: the fruit and flowers around the circular opening, intended for a dial, are beautifully executed.

The panels are filled in with varied marbles,—*marbre de Languedoc*, *Vert de Mer*, &c.; with which, also, the front slab is inlaid.

The upper panel is intended to receive a painting.

CARVED CHIMNEY-PIECE, Mr. HOPE'S HOUSE, PICCADILLY.

Messrs. DUSILLION and DONALDSON, Architects.



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